

# Puget Sound Gateway Program

## SR 167 Completion Project

### SR 167, SR 161 to SR 410—Rebuild Interchange (Stage 2a)

#### Project overview

The SR 167, SR 161 to SR 410—Rebuild Interchange project (Stage 2a), which includes construction activities in unincorporated Pierce County, Puyallup and Sumner, is the third design-build contract that will be issued for the SR 167 Completion Project. WSDOT anticipates release of the RFQ for this project in September 2023.

#### Project background

The SR 167 Completion Project constructs 6 new miles of tolled highway between Puyallup and the Port of Tacoma and builds sidewalks and shared-use paths for non-motorized travelers. Stage 1a was completed in July 2021, and Stage 1b is currently under construction in the cities of Fife, Edgewood, Milton, Tacoma and unincorporated portions of Pierce County. Stage 1b will provide a new approximately 2-mile highway connection between Interstate 5 (I-5) near Wapato Way E and SR 509 near the Port of Tacoma. A future Stage 2b will provide a new approximately 4-mile highway from the SR 161 (N Meridian Avenue) interchange in Puyallup connecting to I-5 near Wapato Way E. When finished, the SR 167 Completion Project will complete a crucial part of our state's transportation network, creating vital links between I-5, SR 167, SR 509, the Port of Tacoma and the manufacturing and industrial areas in Pierce County.

#### Preliminary project goals

The following preliminary goals represent factors that WSDOT believes will be critical to successful delivery of the project:

- 1. Disadvantaged business enterprise (DBE) participation** Meet or exceed DBE requirements throughout the life of the Project with an integrative approach to maximize DBE participation. The contract will have specified DBE participation goals as a condition of award and associated compliance requirements within the contract.
- 2. Project management** Collaborate with Project owner to proactively resolve issues at the lowest level and engage effective collaboration strategies with stakeholders throughout the design and construction process.
- 3. Minimize impacts to traffic while maximizing safety** Implement work zone strategies that reduce worker exposure to vehicular hazards, create safe work zones for the traveling public by minimizing traffic shifts and detours, and provide effective stakeholder and community outreach on the expected impacts from construction activities.

#### Procurement schedule\*

Request for Qualifications (RFQ)	Sept. 12, 2023
Request for Proposal (RFP)	Jan. 30, 2024
Bid opening/Apparent Best Value	Sept. 17, 2024
Construction start	Spring 2025
Construction complete	Summer 2027

\* Dates are subject to change.



Stage 2a of the SR 167 Completion Project will rebuild the SR 161 (Meridian Avenue) interchange in preparation for the extension of SR 167 from Puyallup to I-5, and includes minor widening on SR 167 between SR 161 and SR 410.

#### Design-Build contract amount

\$175–\$225 million

#### Key personnel\*

- Project Manager
- Design Manager
- Construction Manager
- DBE Program Administrator

\*Key personnel list is preliminary and subject to change.

#### For more information

**Steve Fuchs, P.E.**

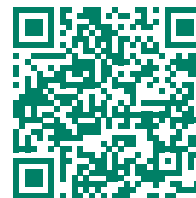
Project Manager

SR 167 Completion Project

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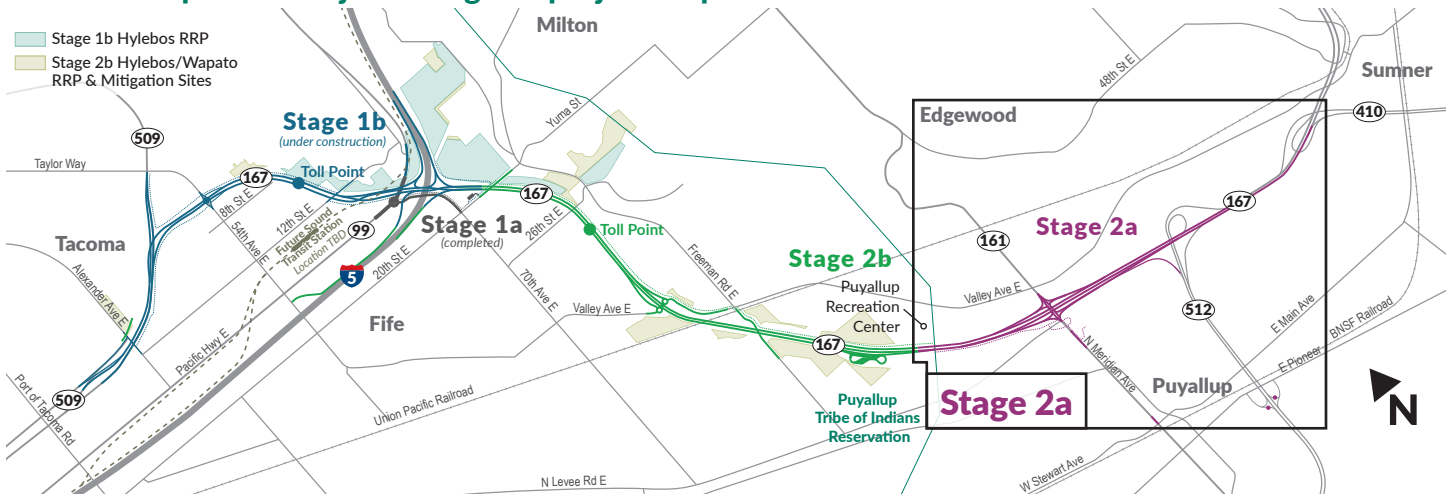
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[bit.ly/wsdot-sr-167-completion-project](https://bit.ly/wsdot-sr-167-completion-project)



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## SR 167 Completion Project—Stage 2a project map



### Project scope

SR 167 Stage 2a includes:

- Constructing a diverging diamond interchange at N Meridian Avenue including two new traffic signals
- Widening SR 167 between SR 161/N Meridian Avenue and SR 410
- Building a new SR 167 embankment from N Meridian Avenue to the Puyallup Recreation Center
- Building bridges over N Meridian Avenue and Milwaukee Avenue and a shared-use path undercrossing connecting to the Puyallup Recreation Center
- Constructing new portions of the Tacoma to Puyallup (T2P) regional shared-use path, including amenities
- Removing the sidewalk on the northbound Puyallup River bridge for a barrier-separated shared-use path
- Demolishing and removing the old Puyallup River truss bridge and salvaging a portion as a historic landmark
- Extending the right turn lane on southbound N Meridian Avenue to River Road
- Installing ramp meters at E Pioneer and the SR 512 onramps
- Constructing a left turn lane on N Meridian Avenue to eastbound Stewart Avenue and modifying traffic signal
- Partially rebuilding the traffic signal at the Valley Avenue E and N Meridian Avenue intersection
- Relocating and protecting utilities in place
- Roadside restoration and streetscape landscaping

### Approximate quantities

ITEMS (APPROX. % OF CONSTRUCTION COST)	UNITS	APPROX. QUANTITY
STRUCTURES (14-19%)		
NEW BRIDGES	EA	2
SHARED-USE PATH UNDERCROSSING	EA	1
EARTHWORK (17-22%)		
CLEARING AND GRUBBING	ACRE	60
BORROW	TON	391,500
EMBANKMENT COMPACTION	CY	332,500
CRUSHED BASE COURSE	TON	83,600
ROADWAY EXCAVATION	CY	120,000
TRAFFIC ITEMS (22-27%)		
ILLUMINATION SYSTEMS	EA	11
TRAFFIC SIGNAL SYSTEMS	EA	3
ITS SYSTEMS	EA	1
PERMANENT SIGNING	SF	12,000
PAVEMENT (16-21%)		
HMA	TON	96,200
DRAINAGE (8-13%)		
STORMWATER/DRAINAGE SYSTEM	EA	1
SPECIALTY ITEMS (8-13%)		
RETAINING WALLS	SF	31,750
SHARED-USE PATHS	MI	1.1
ROADSIDE RESTORATION	ACRE	45